



## CITY OF LODI

## COUNCIL COMMUNICATION

**AGENDA TITLE:** Public Hearing to consider appeal received from Richard Gerlack, et al. regarding Planning Commission's decision on Negative Declaration #98-09 and Growth Management Plan #GM98001, Vintner's Square Apartments, 1265 Lower Sacramento Road

**MEETING DATE:** December 16, 1998

**PREPARED BY:** Community Development Director

**RECOMMENDED ACTION:** Uphold the Planning Commission's decision to approve the Vintner's Square Apartment Complex Development Plan subject to the conditions set forth in Resolution No. P.C. 98-20.

**BACKGROUND INFORMATION:** The Vintner's Square Apartment Complex Development Plan is located at 1265 Lower Sacramento Road. The area of the development plan encompasses approximately 12 acres and is zoned R-2, Residential Single-Family. The development plan is bordered by Taylor Road to the north, future development of the proposed Vintner's Square Shopping Center to the south, Lower Sacramento Road as the eastern boundary, and agricultural land in the County making up the western boundary. (see vicinity map).

The project includes a total of two hundred (200) apartment units, an office and recreation building, two swimming pools, and two tot-lots. The 200 units will be developed throughout the 12-acre site within fifteen separate two-story buildings. One hundred (100) of the apartment units will be single bedroom, +/- 580 square-feet in size. The remaining 100 units will be two bedroom, +/- 850 square-feet in size. The Planning Commission added a condition to their approval, "That three bedroom units be added to the project. The number and location shall be determined by staff with approval of Site Plan and Architectural Review Committee (SPARC)." Four hundred fifteen (415) off-street parking spaces are proposed, with 200 of the total consisting of carports. The proposed number of parking spaces exceeds the City's parking requirement of two parking spaces per dwelling unit. The 200 carport spaces have been provided when none are required.

The main entrance to the apartment complex will connect to a private driveway that will intersect with a new traffic signal on Lower Sacramento Road. The traffic signal on Lower Sacramento Road will be located approximately 690 feet north of the centerline of Kettleman Lane. The signal will serve the complex as well as the eventual development of the shopping centers on both the northwest and northeast corners of the Kettleman Lane and Lower Sacramento Road intersection. Secondary access to the complex is proposed to be from a driveway on Taylor Road approximately 300-feet from Lower Sacramento Road. Although it is not required with the development of this project, the City's Circulation Master Plan includes a public street connecting Taylor Road to a traffic signal on Kettleman Lane. As specified by Caltrans the traffic signal will be located a minimum of 1,000 feet west of Lower Sacramento Road. The new public street will be installed upon future development of the Shopping Center to the south and will intersect Taylor Road west of the apartment complex. The complex has been conditioned to provide a driveway to the future street when it is developed. Traffic within the project will be along 25-

APPROVED: \_\_\_\_\_

*H. Dixon Flynn*  
H. Dixon Flynn -- City Manager

foot wide private driveways flanked by parking stalls and carports. The project is a gated community so no public traffic will travel through the project from Taylor Road to the Shopping Center (see site plan).

The development plan is proposed at approximately 17 dwelling units per acre with 22% lot coverage from the apartment buildings, office/recreation building, and carports; with 26% lot coverage from parking and driveways; and with 52% or the remainder of the land consisting of landscaping and recreation areas. To put the project's density and general character in perspective comparisons may be made with the Fountains apartment complex on Sylvan Way or the Woodlake apartment complex on Eilers Lane. The design of the complex is consistent with the proposed R-MD, Residential Medium-Density zoning; however, is not consistent with the existing R-2, Single-Family zoning. Pre-zoning and annexation in 1996 established the low-density zoning as part of the Crossroads Reorganization/Annexation. If the development plan is approved, further approvals of a general plan amendment from LDR, Low-Density Residential to MDR, Medium-Density Residential, and a zone change from R-2, Residential Single-Family to R-MD, Residential Medium-Density will be required.

### **PLANNING COMMISSION ACTION**

This development plan was reviewed by the Planning Commission at a regularly scheduled public hearing on October 14, 1998 to consider approvals of this years Growth Management Development Plan applications as well as the project's subsequent requests for building permit allocations. The project was presented to the Planning Commission in detail by Staff and was discussed amongst the Commissioners at length. Members of the neighboring community were present to voice their concerns about impacts on traffic, on property values, schools, the general rural atmosphere of Taylor Road, and the quality of the project itself. The Planning Commission took all of the concerns of the neighboring community into consideration when making their decision to approve the project with conditions as recommended by Staff (see minutes and resolution).

The Planning Commission based their approval of the project on facts that will be outlined in the remaining sections of this report. We believe the Planning Commission approved the Development Plan because it is conditioned to install all of the required infrastructure, it is designed to be sensitive to the surrounding neighborhood, the design and architecture will be reviewed in further detail by the Site Plan and Architectural Review Committee, and most importantly because it suits the City's goals to provide alternative housing in an ideal location which is mandated in the City's General Plan.

### **ANALYSIS:**

The Vintner's Square Apartment Complex was first introduced to staff as a high-density apartment complex with 241 units and three story buildings. The design had small setbacks and unrealistic plans to have its main access directly to Lower Sacramento Road. Staff discussions with the applicant helped to resolve major design issues that make it more realistic and an asset to the community. A few notable design features are; a 50-foot landscaped setback and an 80-foot building setback from Lower Sacramento Road, a minimum 20-foot landscaped setback along Taylor Road and the south and west boundaries, and that the main project entry access a traffic signal.

The project area land use was established a couple of years ago as low-density single-family residential. The project area at that time was outside of the City Limits but within the City's General Plan sphere of influence. The land was designated PR, Planned Residential. The PR land use designation includes all

undeveloped land outside of the City Limits that was found to be necessary to meet the future demand for the development of low, medium, or high-density residences as well as parks and public uses. The PR land use designation establishes the general use of residential without specifying whether the density is to be low, medium, or high. One could ask, "If all of the land designated PR in the General Plan does not have a specific density, how do we determine how much land is necessary and what locations are best for certain densities?" The General Plan Land Use and Growth Management Element and Housing Element both provide direction on how much of the land designated PR should be used for low, medium, and high density development, and the ideal locations for it. The General Plan policies from the Circulation Element and Parks and Recreation Element also provide this direction.

From these four elements there are many policies that are the mandates the City has placed upon itself for its logical and planned development to the year 2007. Not only do the policies provide a guideline, but also many have been adopted to ensure that the City is in conformance with State and Federally mandated housing requirements. In order to provide a background of the policies in the General Plan that relate to the development of this project, we have summarized them in Appendix A.

The policies were established back in 1991 with the General Plan and have since been implemented as an integral part of the City's Growth Management Ordinance. The Growth Management Ordinance has been in effect for the past 7 years; however, the City has not been able to attract any multiple-family developments. The review of this project's development plan is required by the Growth Management Ordinance, which was established by direction from the General Plan. The City is simply not meeting its goals and this project is an opportunity to provide for what has been neglected.

Although the land of the project site was originally assigned a low-density residential zoning and land use designation, approval of this project and its subsequent zone and land use changes to medium-density will not be in conflict with the goals and policies in the General Plan.

### **TRAFFIC CONCERNS**

When the apartment project was originally introduced to Staff we had many concerns with its design. One of our primary issues was with how the design would impact traffic in the immediate area. Due to our concerns we were able to work with the applicant to redesign the project to remove direct access to Lower Sacramento Road and limit access to Taylor Road. Because of the nature of an apartment complex Staff was able to suggest that the applicant design the complex with its main driveway connecting to the signalized intersection on Lower Sacramento Road. To further remove the potential traffic impact on Taylor road, Staff included a condition of approval to design the westernmost access to Taylor Road as a emergency vehicle access only, and to prepare an access point to the public street that will eventually be located near the western boundary of the project site. We believe that these design options are not possible with a single-family subdivision.

The existing low-density residential zoning is configured in a narrow "L" shape that would be very difficult to subdivide into a marketable single-family residential subdivision. The irregular shape of the property would make it difficult to design without requiring a reverse frontage situation on Taylor and Lower Sacramento Roads. It would also create undesirable traffic situations where access to the subdivision would likely be from streets intersecting Taylor Road and a street accessing Kettleman Lane. We believe the development of a single-family residential subdivision would put more traffic on Taylor Road than the project proposal.

A traffic assessment was performed by kdAnderson Transportation Engineers to compare the amount of traffic that would be generated by the proposed apartment complex and development under the existing low-density residential designation (see attached). As one can see in Table 1, page 2, of the study, the number of daily trips are close with around 1,326 from the apartment complex and around 1,190 for the 17-acres of low-density residential. The study compared the morning and evening (peak-hour) trips and also found them to be close. From the study one should find that the development of either the apartment complex or the low-density residential subdivision would create nearly equal traffic impacts. One issue that the traffic study does not point out is that the apartment complex is designed with its main driveway accessing a traffic signal. This option would not be available for the development of a single-family residential subdivision.

Another policy of the General Plan's Land Use and Growth Management Element that relates to both land use and circulation is that "the City shall encourage higher density housing to be located in areas served by the full range of urban services, preferably along collector, arterial, and major arterial streets, and within walking distance of shopping areas." Six travel lanes with a median are proposed along the length of Lower Sacramento Road within the City limits as part of the "Special Purpose Plan for Lower Sacramento Road." Please note that the "Special Purpose Plan for Lower Sacramento Road" and its design criteria were established to meet the traffic needs of the community and were not modified to accommodate the proposed apartment complex. Given that the project site is located adjacent to a large thoroughfare and that it is as near as one could expect multiple-family housing to be located to the full range of urban services, we find that the property is more appropriate for the development of the project proposal than for single family homes.

Due to the importance of the circulation system, there are many conditions within the resolution pertaining to the installation of infrastructure. (see resolution)

### **PUBLIC CONCERNS**

As stated briefly in the Planning Commission review section above, concerns from members of the neighboring community were expressed. Staff's recommendation is based on a complete analysis of the project taking into consideration the environmental, local, and citywide impacts and benefits. We understand and embrace the concerns of the Community and would like to provide some brief responses to their questions and concerns.

A major concern of the neighboring residents is that the project will create traffic impacts. We would agree that the development of this project could have an impact on the existing traffic of the project area if there were no plan for additional improvements. However, the City's Circulation Master Plan and Specific Plan for Lower Sacramento Road specifies that Lower Sacramento Road from Turner Road to Kettleman Lane be designed as a major thoroughfare. This project is conditioned to provide this planned infrastructure including, curb, gutter, sidewalk and additional right-of-way on the west side of Lower Sacramento Road, as well as the traffic signal for its main driveway. Furthermore, it is important to know that Lower Sacramento Road in the project area will be installed according to these plans whether this or another project is approved.

We believe that the concern of neighbors that the presence of apartments will lower their property values is unfounded. We believe there is no correlation between the location of an apartment project and the value of nearby residences. Staff believes that the applicant is committed to developing a quality project with the management necessary to maintain a quality project that will be an asset to our community.

Another concern of the neighbors is that the apartments would impact City Schools. Whether the project area develops as an apartment complex or single-family residences, either will produce school age children. The Lodi Unified School District is empowered to decide whether a development project will significantly impact their ability to provide facilities, and the school district has made no such comment about this project. The applicant has an approved agreement with the School District to provide school facilities funding. The school district has stated that this agreement is sufficient.

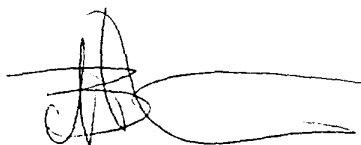
Staff shares the concern of the neighbors about the quality of the proposed project and for this reason we have worked very closely with the applicants to help them design a project that exceeds every City standard. In addition to the proposed design, which we believe fosters a quality project, the design will be reviewed by the Site Plan and Architectural Review Committee for the details of its architecture, landscape, and construction materials.

Finally, Staff would like to comment on the neighborhood concerns about impacts on the general rural atmosphere of Taylor Road. Numerous public hearings have been held with regard to the future development of the subject property dating back to the early 90's, when the property was included in the City's General Plan. The City has since held public hearings on the annexation of the land and its subsequent general plan amendment and rezoning. Given the property's location, its future development whether low or medium-density is inevitable.

Once again, Staff would emphasize that the City's General Plan has many goals and policies that apply to the issues as related to the approval and development of this project. In fact, Staff is hard pressed to find General Plan policies that would favor opposition to this project.

Given the location of the project, its well thought out design, and the need in the City for multiple-family housing, we believe approval of this development plan and its subsequent change from low to medium-density is a good planning decision.

FUNDING: None required

A handwritten signature in black ink, appearing to read 'Konradt Bartlam', with a long horizontal line extending to the right.

Konradt Bartlam  
Community Development Director

Prepared by: Mark Meissner, Associate Planner

MM

Attachments

## APPENDIX A

### GENERAL PLAN POLICIES

- The City shall maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate a population-based 2.0-percent per year housing growth rate.
- The City shall promote the development of affordable housing to meet the needs of low and moderate-income households.
- The City shall encourage higher density housing to be located in areas served by the full range of urban services, preferably along collector, arterial, and major arterial streets, and within walking distance of shopping areas.
- The City shall strive to maintain a housing ratio of 65 percent low-density, 10 percent medium-density, and 25 percent high-density in new development.
- The City shall promote the development of a broad mix of housing types.
- The City shall strive to provide for its share of the region's housing needs.
- The City shall time the construction of new development such that the time frame for completion of the needed circulation improvements will not cause the level of service goals to be exceeded.
- The City shall require dedication, widening, extension, and construction of public streets in accordance with the City's street standards. Major street improvements shall be completed as abutting lands develop or redevelop. In currently developed areas, the City may determine that improvements necessary to meet City standards are either infeasible or undesirable.
- The City shall review new developments for consistency with the GP Circulation Element and the capital improvements program. Those developments found to be consistent with the Circulation Element shall be required to pay their fair share of traffic impact fees and/or charges. Those developments found to be generating more traffic than that assumed in the Circulation Element shall be required to prepare a site-specific traffic study and fund needed improvements not identified in the capital improvements program, in addition to paying their fair share of the traffic impact fee and/or charges.
- The City shall require that development frontage design be consistent with the classification of the fronting street. For example, single family residential development should not front arterial streets. Furthermore, all driveways and onsite parking areas fronting arterials should allow two-way access.
- The City shall promote the provision of private open space and recreational facilities as part of new large-scale residential developments to meet a portion of the recreation and open space needs that would be generated by the development.

*KD Anderson*

Transportation Engineers

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November 11, 1998

Mr. Dale Gillespie

G-REM

920 South Cherokee Lane, Suite A

Lodi, CA 95240 fax (209) 334-1829

RE: REVISED TRAFFIC IMPACT ASSESSMENT FOR VINTNERS SQUARE  
APARTMENTS, LODI.

Dear Mr. Gillespie:

As requested, kdANDERSON Transportation Engineers' has prepared this focussed traffic assessment for the Vintners Square Apartments project in Lodi. The proposed project is a 200 unit apartment complex located on the west side of Lower Sacramento Road in the area south of Taylor Road and north of a future shopping center. Access to the project is proposed through the shopping center on a route which will link the site with a signalized intersection on Lower Sacramento Road and via one driveway onto Taylor Road located about 300 feet west of Lower Sacramento Road. The City of Lodi has conditioned the project to install a raised median on Lower Sacramento Road north of the traffic signal through the Taylor Road intersection. This study describes the project's relative impact to Taylor Road and to the operation of the Lower Sacramento Road / Taylor Road intersection, especially with regard to the availability of alternative access at the signalized intersection just south of the project.

**Trip Generation.** We have estimated the number of daily and peak hour trips that may be generated by this project using standard trip generation rates published by the Institute of Transportation Engineers. Apartments typically generate slightly more than 6 vehicles trips per day with about 10% of that traffic occurring during peak commute hours. As shown in Table 1, this project could generate 1,326 daily trips, with 102 trips occurring during the morning commute hour (i.e., 7:00 to 9:00 a.m.) and 124 trips occurring during the evening commute hour (i.e., 4:00 to 6:00 p.m.). As a comparison, the site could be developed separate from the shopping center as single family residential property (i.e., 17 acres @ 7/ac = 119 s.f. units). The trip generation forecast for this alternative is also shown in Table 1.

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TABLE 1  
VINTNERS SQUARE APARTMENTS TRIP GENERATION

Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total
<i>Proposed Project</i>						
1,326	16	86	102	83	41	124
1,190	22	66	88	78	42	120

**Trip Distribution / Assignment.** The regional distribution of trips generated by the project will reflect the availability of shopping, employment, schools, etc. throughout the Lodi area. From the standpoint of project access, it is necessary to differentiate between trips oriented to the north from those oriented to the south. Based on data developed for the *Access Feasibility Analysis for the Kettleman Lane and Lower Sacramento Road Intersection*<sup>1</sup>, including traffic counts at the Lower Sacramento Road / Taylor Road intersection, we expect that about 60% of the project's trips will be oriented to the south and that the balance (40%) will be oriented to the north.

The assignment of these trips through the project's driveways and onto the local street system will reflect the relative travel time from various points in the project to Lower Sacramento Road. The attractiveness of each route will also be based on the amount of delay that can be expected when accessing Lower Sacramento Road, especially during peak commute hours. The level of delay will vary over time, as under current conditions it is relatively easy to enter Lower Sacramento Road from Taylor Road. However, under long term future conditions, the length of delays occurring at unsignalized intersections will increase. Under both current and future conditions some delays are also associated with access through a signalized intersection.

<sup>1</sup> *Access Feasibility Analysis for the Kettleman Lane and Lower Sacramento Road Intersection, Lodi California, kdANDERSON Transportation Engineers 10/23/97.*

KDA



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As shown in Table 2, if northbound left turns are allowed onto Taylor Road, about 55% of the project traffic will likely use the shopping center access. Alternatively, if northbound left turns are prohibited, about 65% of the project trips will likely use the shopping center access.

TABLE 2  
DAILY TRAFFIC VOLUMES AT VINTNERS SQUARE APARTMENT ACCESS

Access	With Northbound Left Turns Permitted at Taylor Road		With Full Median	
	Volume	Percent	Volume	Percent
Through Shopping Center	597	45%	862	65%
Taylor Road	729	55%	464	35%
TOTAL	1,326	100%	1,326	100%

**Project Impacts.** To evaluate the impacts of project traffic we: 1) identified resulting daily traffic volumes on Taylor Road, 2) estimated peak hour traffic volumes at the Lower Sacramento Road / Taylor Road intersection, and 3) evaluated design requirements for a Taylor Road median break on Lower Sacramento Road.

Daily Traffic Volumes. As shown in Table 3, the volume of traffic on the 300' section of Taylor Road between the project access and Lower Sacramento Road will increase when the proposed project is completed. If northbound left turns are allowed at Taylor Road, we would expect the traffic volume to reach 969 vehicles per day. If a full median is installed, the volume of traffic using Taylor Road will drop, with about 704 vehicles per day expected.

Alternatively, if the single family residences were implemented, increased traffic could be realized over a longer section of Taylor Road. The single family alternative would not have access through the shopping center. Assuming access was developed somewhere along the property's 1,285 feet of frontage, traffic volume increases of up to 1,000 vehicles per day could be experienced over an area that is more than four times the length of the 300' segment that is potentially impacted by the apartment project.

KDA

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Ultimately, a new collector road extending north from Kettleman Lane is to be developed along the shopping center's western boundary. Construction of this road may prompt single family residents to travel westerly to reach Kettleman Lane, potentially increasing the area impacted by additional traffic. However, as the far western apartment access to Taylor Road is to be limited to emergency access only, the signalized shopping center access will remain the primary route into the apartments.

These traffic volumes represent an increase above current traffic volume levels. However, the resulting traffic volumes do not exceed the City of Lodi's standard for acceptable traffic volumes on local streets (i.e., 500 to 4,000 ADT). Thus, we do not believe that the projected traffic increase on the short section of Taylor Road between Lower Sacramento Road and the project's driveway represents a significant impact to the quality of life of current residents on this road.

TABLE 3  
DAILY TRAFFIC VOLUMES ON TAYLOR ROAD  
WITH VINTNERS SQUARE APARTMENTS

Access	Current Volume	Existing Plus Project			
		With NB Left Turns		With Full Median	
		Volume	Net Increase	Volume	Net Increase
Between East Driveway and Lower Sacramento Road	240	969	729	704	464

Intersection Traffic Volumes. To further evaluate the impact of project traffic, pm peak hour traffic volumes were identified for the Lower Sacramento Road / Taylor Road intersection under "existing", "existing plus project with northbound left turns" and "long term" (year 2020 plus project with northbound left turns) conditions. These traffic volume forecasts are presented in the two attachments to this letter.

Median Design Requirements. Development of the proposed project may change the long term forecasts for traffic volumes in the left turn lanes on Lower Sacramento Road at the Vintners Square traffic signal and if northbound access is permitted, at the Taylor Road intersection. The implications of these traffic volume increases on the design of the Lower Sacramento Road median, median openings and left turn lanes have been considered.

KDA

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There is approximately 560 feet between the limits of the Vintners Square intersection and the Taylor Road intersection. This area will need to accommodate the southbound left turn lane into the Target Shopping Center, the northbound left turn lane serving Taylor Road and transitions into both turn pockets. The minimum standards suggested in the *Access Feasibility Study* suggested that storage should be available for peak period queues, as well as deceleration into each turn pocket.

Review of the queue forecast contained in the *Access Feasibility Study* indicates that 200 feet of storage should be provided in the southbound left turn lane. Another 195 feet of deceleration space is needed, and this distance includes the transition area between turn lanes. After accounting for joint use of the transition, another 105 feet is needed for deceleration space into the northbound Taylor Road left turn lane. At a minimum, another 25 feet of northbound storage is needed. All together, these individual requirements total 525 feet, which is less than the available distance of 560 feet. Thus, while the City will need to continually monitor traffic activity in this area and respond to any safety problems that arise, it is possible that the northbound Taylor Road left turn lane could be perpetuated in the future.

Please feel free to call if you have any questions or need additional information.

Sincerely,

kdANDERSON Transportation Engineers

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long, sweeping horizontal line extending to the right.

Kenneth D. Anderson, P.E.  
Principal

Attachments: Traffic Volume Forecasts  
CC: Ms. Paula Fernandez, City of Lodi

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KDA

The request of G REM, Inc. for approval of a Development Plan for a 200-unit, medium-density, apartment complex; and Certify the filing of a Negative Declaration (ND-98-09) by the Community Development Director as adequate documentation for a Development Plan for a 200-unit, medium-density, apartment complex. This matter was presented to the Commission by Associate Planner Meissner. The project will be located at 1265 S. Lower Sacramento Road and will be 12 acres in size. It will consist of fifteen two-story buildings containing 200 apartment units (100 single bedroom and 100 two bedroom), an office and recreation building, 2 swimming pools, and 2 tot lots. There will be 415 parking spaces, 200 of those being carports, which exceeds the City's parking requirement. The main entrance will be at the southwest corner of the site. A driveway will be located on Taylor Road 300 feet from Lower Sacramento Road and another entrance will be located more west of Lower Sacramento Road for emergency vehicles only. This project will be a gated community, which will not allow traffic through to Taylor Road. There will be a 50-foot landscaped setback and an 80-foot building setback on Lower Sacramento Road. There will be a 20-foot landscaped setback along Taylor Road.

Commissioner Stafford asked what residents from Taylor Road would see from their property. Associate Planner Meissner stated that they would see a decorative masonry wall with 20 feet of landscaping.

#### **Hearing Opened to Public**

Dale Gillespie/1054 E. Woodbridge Road. Mr. Gillespie was present to speak on behalf of the applicant. He was agreeable to the conditions set forth in the Resolution. He felt that the project would benefit the landowners due to the improvements proposed for Lower Sacramento Road. The traffic generated per unit would be 6 trips per day; therefore, generating more traffic than a single family dwelling. The General Plan encourages the development of medium and high density projects. This project will be one of the nicest apartment complexes in Lodi. The average income for residents would be approximately \$46,000 per year. He mentioned that some people feel that apartment projects lower their property values, but it all depends on the upkeep of the apartments. He felt that the location was appropriate for his project. He stated that other apartments in the area were experiencing 0 vacancies; therefore, indicating the need for this apartment project. He further stated that whether homes, apartments, or commercial buildings are built, a wall will be constructed along Taylor Road. He was open to any suggestions for the wall material.

Lamar Hedrick, 209 E. Hwy 12. Mr. Hedrick is a farmer in the area and was concerned about a potential health hazard and complaints from the apartment residents when he treats his crops with chemicals. He was also concerned about the quality of construction for the apartment complex.

Commissioner Stafford asked staff if the City had an ordinance covering the farming issue. Associate Planner Meissner stated the City has a "Right to Farm" Ordinance that would provide protection to Mr. Hedrick.

The request of G REM, Inc. for approval of a Development Plan for a 200-unit, medium-density, apartment complex.

Richard Gerlack, 16 E. Taylor Road. Mr. Gerlack was concerned about the traffic impact that might be created with the construction of the apartment complex. He stated that the residents on Taylor Road would only be allowed to make a right turn on to Lower Sacramento Road and then they would have to make a U-turn at Kettleman Lane to head north on Lower Sacramento Road. He further stated that it already takes 5 minutes to enter traffic from Taylor Road.

Margaret Zapara, 695 E. Taylor Road. Ms. Zapara has lived on Taylor Road for 24 years. She was concerned about the future maintenance of the apartments. She was also concerned that her property value would go down due to the apartment buildings. She felt that building single-family homes on the property would increase her property value.

Mercy Guterrez, 809 Lloyd Street. Ms. Guterrez' parents live on Taylor Road and most of the residents on Taylor Road are elderly. She was concerned about the development and how it will affect their lives. She felt that the apartments would only bring crime in to the area.

Tom Kiriu, 1212 Lower Sacramento Road. Mr. Kiriu was concerned about the possible traffic congestion and felt sorry for the people on Taylor Road. He asked the Commission to reconsider building homes instead of apartments.

#### **Hearing Closed to Public**

Commissioner Mattheis questioned why a traffic signal was not being installed on Taylor Road. Community Development Director Bartlam stated that the traffic signal would be too close to the Kettleman Lane intersection. He further stated that Taylor Road is a T-intersection that would not have traffic going east of Lower Sacramento Road.

Commissioner Stafford noted that it is not how the apartments are built but rather how well they are maintained.

The Planning Commission on motion of Commissioner Mattheis, Rasmussen second, certified the filing of a Negative Declaration by the Community Development Director as adequate documentation for a Development Plan for a 200-unit, medium-density, apartment complex by the following vote:

AYES: Commissioners: Borelli, Mattheis, Rasmussen, Rice, Schmidt, Stafford  
and Commissioner McGladdery  
NOES: Commissioners:  
ABSENT: Commissioners  
ABSTAIN:

Vote on Approval  
of a Development  
Plan for a 200-unit  
medium-density,  
apartment complex.

The Planning Commission on motion of Commissioner Mattheis, Rasmussen second, approved the request of G REM, Inc. for approval of a Development Plan for a 200-unit, medium-density, apartment complex subject to the conditions set forth in the resolution. This motion was amended to include that a percentage of the units be 3-bedroom units and that the project be approved by SPARC. The project was approved by the following vote:

AYES: Commissioners: Borelli, Mattheis, Rasmussen, Rice, Stafford and  
Chairman Schmidt

NOES: Commissioners: McGladdery

ABSENT: - Commissioners

ABSTAIN:

Request of Darrell R. Sasaki for approval of a Development Plan for a 103-lot, medium-density, single-family subdivision and a 55-lot, low-density, single-family subdivision; and Certify the filing of a Negative Declaration (ND-98-06) by the Community Development Director as adequate documentation for a Development Plan for a 103-lot, medium-density, single-family subdivision and a 55-lot, low-density, single-family subdivision. This matter was presented to the Commission by Associate Planner Meissner. The project address is 1549 and 1611 W. Kettleman Lane and consists of 23 acres. This project was previously reviewed and approved by the Planning Commission with a different design, which included the expansion of the Municipal Service Center. The City of Lodi has chosen not to proceed with the purchase of the land; therefore, the project was being reintroduced with several modifications. The project has been modified to consist of 103 Medium-density single-family lots, 55 low density single-family lots, with 5 corner lots to be developed as duplexes. Access to the project will be from Kettleman Lane and would then intersect with the future Tienda Drive. A condition on the Resolution requires a General Plan Amendment to adjust the boundary of the Office Designation to encompass the medium-density project area and another to change the R-C-P and R-2, to PD, Planned Development. One other condition requires the width of the proposed loop street to accommodate on-street parking on both sides of the street. Staff felt the project would be a benefit to the City.

Request of Darrell R. Sasaki for approval of a Development Plan for a 103-lot, medium-density, single-family subdivision.

#### **Hearing Opened to the Public**

Terry Piazza, Baumbach & Piazza, 323 W. Elm Street. Mr. Piazza was agreeable to all the conditions set forth in the staff report and resolution. He further noted that during the Tentative Map stage, any concerns regarding street widths could be addressed.

Darrell Sasaki, 1806 W. Kettleman Lane. Mr. Sasaki is the developer for the project. He stated that the project would consist of small lot, single-family homes with a majority being "Z" lot configurations. He mentioned that the size and price of the homes will make them an affordable entry home.

Vote on the request



## MEMORANDUM, City of Lodi, Community Development Department

**To:** Planning Commission  
**From:** Community Development Department  
**Date:** October 14, 1998  
**Subject:** The request of G REM, Inc. for approval of a Development Plan for a 200-unit, Medium-Density, Apartment Complex

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### SUMMARY

The Vintner's Square Apartment Complex Development Plan is located at 1265 Lower Sacramento Road. The area of the development plan encompasses approximately 12 acres and is zoned R-2, Residential Single-Family. The project is generally located south of Taylor Road, north of land zoned for the development of a shopping center, east of agricultural land in the County, and west of Lower Sacramento Road (see attached map). The proposed development plan is a 12 acre, 200 unit, medium-density apartment complex.

### BACKGROUND

The Vintner's Square Apartment Complex Development Plan is the only new project for review in this year's Growth Management Development Plan review process. The development plan includes a total of two-hundred (200) apartment units, an office and recreation building, two swimming pools, and two tot-lots. The 200 apartment units will be contained throughout the 12 acre site within fifteen separate two-story buildings. One-hundred (100) of the apartment units will be single bedroom, 580 square-feet in size. The remaining 100 units will be two bedroom, 850 square-feet in size. Four-hundred-fifteen (415) off-street parking spaces for the apartment complex are proposed, with 200 of the total consisting of carports. The proposed number of parking spaces exceeds the City's parking requirement of two parking spaces per dwelling unit.

The Vintner's Square Apartment Complex Development Plan is bordered by Taylor Road and its residents on the north, future development of the proposed Vintner's Square Shopping Center to the south, Lower Sacramento Road as the eastern boundary, and agricultural land in the County making up the western boundary. Future development of the remaining phases of the Vintner's Square Shopping Center adjacent to the south will require the installation of a new public street that will be aligned at the western boundary of the apartment complex and will provide access from Taylor Road to Kettleman Lane.

Access to the apartment complex is proposed to be from one secondary driveway on Taylor Road and from a main entrance that is near the southeast corner of the development plan. The main entrance will connect to a private driveway which will connect to the Vintner's Square Shopping Center. The driveway will then intersect with an east-west driveway that includes a traffic signal on Lower Sacramento Road. The traffic signal on Lower Sacramento Road will be located 690 feet north of the centerline of Kettleman Lane. The traffic signal will serve the apartment complex as well as the eventual development of the shopping centers on both the northwest and

northeast corners of the Kettleman Lane and Lower Sacramento Road intersection. Upon completion of the Vintner's Square Shopping Center, the private driveway from the apartment complex is also planned to have access to a traffic signal on Kettleman Lane. The traffic signal on Kettleman Lane will be located 1,000 feet west of the centerline of Lower Sacramento Road. This location will also be the intersection of the new public street briefly mentioned above, which will connect Taylor Road to Kettleman Lane. Traffic within the apartment complex will be along 25-foot wide private driveways flanked by parking stalls and carports. The apartment complex is a gated community so there will be no through traffic from Taylor Road to the Shopping Center.

The development plan is proposed at approximately 17 dwelling units per acre with 22% lot coverage from the apartment buildings, office/recreation building, and carports; with 26% lot coverage from parking and driveways; and with 52% or the remainder of the land consisting of landscaping and recreation areas. The proposed density of the apartment complex is consistent with the proposed R-MD, Residential Medium-Density zoning; however, is not consistent with the existing R-2, Single-Family zoning. As stated in the summary, the existing project area zoning is R-2, Residential Single-Family, which was established by pre-zoning and annexation in 1996 as part of the Crossroads Reorganization. The low-density land use of the existing R-2 zoning is not consistent with the proposed medium-density layout of this development plan. If the development plan is approved, a general plan amendment from LDR, Low-Density Residential to MDR, Medium-Density Residential and zone change from R-2, Residential Single-Family to R-MD, Residential Medium-Density will be required.

A few notable site design features of the apartment complex are the 50-foot landscaped setback on Lower Sacramento Road, the 80-foot building setback from Lower Sacramento Road, and that at the intersection of Taylor and Lower Sacramento Roads, the nearest apartment building is 108 feet from Taylor Road and 210 feet from Lower Sacramento Road. A landscaped 20-foot setback will be maintained along the frontage of Taylor Road, the southern boundary of the project site, and the western boundary.

## ANALYSIS

The Vintner's Square Apartment Complex was first introduced to staff as a high-density apartment complex with 241 units and three story buildings. The design had small setbacks and unrealistic plans to have its main access directly to Lower Sacramento Road. Staff discussions with the applicant helped to resolve the major design problems and we now feel that the project is more realistic and will be an asset to the community. We feel the change in residential density from low to medium-density is a good planning decision. The existing low-density residential zoning is configured in a narrow "L" shape that would be very difficult to subdivide into a marketable single-family residential subdivision. The irregular shape of the zone would make it difficult to design without requiring a reverse frontage situation on both Taylor Road and to the shopping center. It would also create a situation where access to the subdivision would be from a public road connected directly to Lower Sacramento Road and Kettleman Lane, both of which would be undesirable.

As stated above, the project area land use was established a couple of years ago as low-density single-family residential. Although this land use was established, the area was within the City's



General Plan and was originally designated PR, Planned Residential. The Planned Residential land use designation includes all undeveloped land outside of the City that was found to be necessary to meet the future demand for the development of low, medium, or high-density residences. The Planned Residential land use designation establishes the general land use of residential without specifying the particular density; however, the General Plan's Land Use and Growth Management Element has a goal "to provide adequate land in a range of residential densities to meet the housing needs of all income groups expected to reside in Lodi." From this goal the City established a number of policies, one of which is that the land designated Planned Residential would develop at a ratio of 65% low-density, 10% medium-density, and 25% high-density residential development.

Although the land had been originally assigned a low-density residential zoning and land use designation, recommending approval of this development plan and subsequent zone and land use changes to medium-density will not be in conflict with many goals in the General Plan. Another policy of the General Plan's Land Use and Growth Management Element is that "the City shall encourage higher density housing to be located in areas served by the full range of urban services, preferable along collector, arterial, and major arterial streets, and within walking distance of shopping areas." Based on this policy and the project site location, we find that the property is actually more appropriate for the development of an apartment complex than for single family homes.

Although we feel this project should be approved, there are a few conditions that we recommend. The most important condition in the resolution requires a General Plan amendment to change the existing LDR, Low-Density residential land use designation to MDR, Medium-Density residential. This condition is required simply because LDR is not consistent with the development of an apartment complex. In turn, a zone change from R-2, Residential Single-Family to R-MD, Residential Medium-Density zoning must be done.

In order to reduce the potential traffic impact to Taylor Road, staff required the applicant to submit a design with a connection to the signalized intersection on Lower Sacramento Road. This requirement was met, but to further remove the potential for impact we have included an additional condition to design the westernmost access to Taylor Road as a emergency vehicle access only, and prepare an access point to the public street that will eventually be located near the western boundary of the project site.

The apartment complex, as with all commercial projects of this nature, will be conditioned to be reviewed and approved by the Site Plan and Architectural Review Committee (SPARC). SPARC will review the project in greater detail to include all colors, construction materials, landscape, architecture, signage, etc. Staff has generally reviewed the plan for site and architectural design and finds it to be acceptable.

Due to the limited utility infrastructure in the project area and the importance of the circulation system, there are many conditions within the resolution pertaining to these issues.

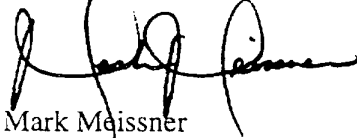
### RECOMMENDATION

Staff recommends that the Planning Commission approve the Vintner's Square Apartment Complex Development Plan subject to the conditions set forth in the attached Resolution.

ALTERNATIVE PLANNING COMMISSION ACTIONS:

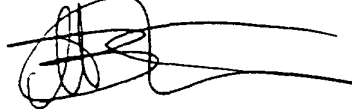
- Approve the Vintner's Square Apartment Complex Development Plan with Alternate Conditions
- Deny the Development Plan
- Continue the Request

Respectfully Submitted,



Mark Meissner  
Associate Planner

Reviewed and Concur,



Konradt Bartlam  
Community Development Director

MGM/mgm

**CITY OF LODI  
PLANNING COMMISSION  
Staff Report**

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**MEETING DATE:** October 14, 1998

**APPLICATION NO:** Growth Management Development Plan GM-98-001

**REQUEST:** The request of G REM, Inc. for approval of a Development Plan for a 200-unit, medium-density, apartment complex.

**LOCATION:** 1265 Lower Sacramento Road. (APN 027-050-14)  
(Southwest corner of Taylor Road and Lower Sacramento Road)

**APPLICANT:** G REM Inc.  
Dale Gillespie, Project Manager  
P.O. Box 1210  
Lodi, CA 95241

**PROPERTY OWNER:** Geweke Family PTP  
P.O. Box 1210  
Lodi, CA 95241

**Site Characteristics:** The project site is completely unimproved and is currently used for agricultural purposes. The site is generally located on 12 acres at the southwest corner of the intersection of Taylor Road and Lower Sacramento Road. The land is relatively flat without any unusual or extraordinary topographic features.

**General Plan Designation:** LDR, Low Density Residential  
**Zoning Designation:** R-2, Residential Single Family  
**Property Size:** 12 acres

**Adjacent Zoning and Land Use:**

**North:** GA-40 (County) General Agriculture; PR, Planned Residential.  
**South:** CS, Commercial Shopping; NCC, Neighborhood Commercial.  
**East:** CS, Commercial Shopping; NCC, Neighborhood Commercial.  
**West:** GA-40, (County) General Agriculture, PR, Planned Residential.

**Neighborhood Characteristics:**

The project area is located directly west of Lower Sacramento Road and south of Taylor Road. The adjacent land to the north of the project site across Taylor Road is single-

family homes that are outside of the City limits in the County. Many of these homes are associated with small agricultural operations. The land west of the project site is made up of large parcels of agricultural land in the County, some of which have a single home on them. The land across Lower Sacramento Road to the east, is vacant agricultural land; however, this land is zoned for the development of a shopping center. The land to the south is vacant agricultural land zoned for development as a shopping center. The four acres closest to the intersection were recently approved by the Planning Commission for the first phase of The Vintner's Square Shopping Center. Vintner's Square Phase one includes a full service car wash, convenience store, gas station, auto lube, auto detail, gift shop and deli.

**ENVIRONMENTAL ASSESSMENTS:**

A mitigated negative declaration, file number ND-98-09, was created for this project in accordance with CEQA guidelines. Staff recommends that the Planning Commission certify the negative declaration as adequate environmental documentation for this project.

**PUBLIC HEARING NOTICE:**

Legal Notice for the Growth Management Development Plan was published on October 3 1998. A total of 25 notices were sent to all property owners of record within a 300-foot radius of the subject property.

**RECOMMENDATION:**

Staff recommends that the Planning Commission approve the Vintner's Square Apartment Complex Development Plan subject to the conditions in the attached resolution.

**ALTERNATIVE PLANNING COMMISSION ACTIONS:**

- Approve the Development Plan with Alternate Conditions
- Deny the Development Plan
- Continue the Request

**ATTACHMENTS:**

1. Site Plan
2. Vicinity Map
3. Negative Declaration
4. Draft Resolution

NEGATIVE DECLARATION NO. 98-09

FOR

Rezone, General Plan Amendment &  
Growth Management Development Plan  
for  
Vintner's Square Apartments

File No's:  
Z-98-02  
GPALU-98-01  
GM-98-003

APPLICANT: G REM, Inc.

PREPARED BY:

CITY OF LODI  
Community Development Department  
P.O. BOX 3006  
LODI, CA 95241

September 1998

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## CITY OF LODI

### Rezone, General Plan Amendment & Growth Management Development Plan for Vintner's Square Apartments.

#### PROJECT DESCRIPTION

The Vintner's Square Apartment complex development plan contains a total of approximately 12 acres located at 1265 South Lower Sacramento Road which is near the north west corner of the intersection of Kettleman Lane (Hwy, 12) and Lower Sacramento Road. The project site is within the Lodi City Limits and is zoned R-2, Single-Family Residential. (See Vicinity Map)

The Vintner's Square Apartment complex development plan proposes to develop the entire 12 acres into a 200 medium-density residential unit complex with a density of 16.7 units per acre. The apartment complex will front on Lower Sacramento Road to the east, Taylor Road to the north, a future public street to the west, and the proposed Vintner's Square shopping center to the south.

The Vintner's Square Apartment complex includes on-site recreational facilities, such as a tot-lot, swimming pool, and basketball court. The development plan provides the required 2 off-street parking spaces per dwelling. The plan is also proposed to be heavily landscaped at all areas of required setbacks and in the parking areas.

As stated above the zoning of the project site is currently R-2, Residential Single-Family which is not consistent with the proposed apartment complex. As stated in the title of this initial study, the a change in zoning and general plan amendment are both a part of this project. The change in zoning will be from R-2, Single-Family residential to R-MD, Residential Medium Density and for consistency a General Plan Land Use Amendment from LDR, Low Density Residential to RMD, Residential Medium Density.

## ENVIRONMENTAL CHECKLIST FORM

1. Project title:  
Rezone, General Plan Amendment, and Growth Management Development Plan for Vintner's Square Apartments.
2. Lead agency name and address:  
City of Lodi-Community Development Department  
Box 3006, Lodi, CA 95241
3. Contact person and phone number:  
Mark Meissner  
Associate Planner  
(209) 333-6711
4. Project location:  
San Joaquin County, CA.;  
1265 South Lower Sacramento Road  
Lodi, CA 95242.
5. Project sponsor's name and address:  
G REM Inc.  
Dale Gillespie, Project Manager  
P.O. Box 1210  
Lodi, CA 95241
6. General plan designation: RLD, Residential Low Density
7. Zoning: R-2, Residential Single Family
8. Description of project: See attached "Project Description"
9. Surrounding land uses and setting: The project area is currently used for agricultural production (Row Crops). The areas to the north and west of the project site are outside of the Lodi City Limits and are under the jurisdiction of San Joaquin County. Land to the south and east are within the City limits of Lodi. The area to the north across Taylor Road is an area consisting of single-family homes intermixed with small crops. To the west are large parcels of agricultural land with a single home on each of them. To the east of the project site across Lower Sacramento Road are three homes on land zoned R-1, single-family residential, and a vacant parcel currently used for agricultural purposes zoned CS, Commercial Shopping. To the south of the project site is a vacant parcel of land zoned CS, Commercial Shopping and planned for the development of the Vintner's Square Shopping Center. The project site fronts on Taylor Road along its northern boundary as well as Lower Sacramento Road along its eastern boundary.
10. Other public agencies whose approval is required: none.

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a (Potentially Significant Impact") by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Public Services               |
| <input type="checkbox"/> Population and Housing           | <input type="checkbox"/> Biological Resources                  | <input checked="" type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Geological Problems   | <input type="checkbox"/> Energy and Mineral Resources          | <input type="checkbox"/> Aesthetics                               |
| <input type="checkbox"/> Water                            | <input type="checkbox"/> Hazards                               | <input type="checkbox"/> Cultural Resources                       |
| <input checked="" type="checkbox"/> Air Quality           | <input type="checkbox"/> Noise                                 | <input type="checkbox"/> Recreation                               |
|   |  | <input type="checkbox"/> Mandatory Findings of Significance       |



ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. LAND USE AND PLANNING. <i>Would the proposed:</i></b>				
a) Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. POPULATION AND HOUSING. <i>Would the proposal:</i></b>				
a) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. GEOLOGIC PROBLEMS. <i>Would the proposal result in or expose people to potential impacts involving:</i></b>				
a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Seiche, tsunami, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Subsidence of land?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
<b>IV. WATER. <i>Would the proposal result in:</i></b> <i>All "No" - Reference Source: See Project Description</i>				
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people or property to water related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground water, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavation or through substantial loss of ground water recharge capability?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. AIR QUALITY. <i>Would the proposal:</i></b> <i>All "No" Reference Source: Appendix H, #25 &amp; Environmental Setting, Sec. 3.3:</i>				
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI. TRANSPORTATION/CIRCULATION. <i>Would the proposal result in:</i></b> <i>All "No" Reference Source: See Project Description</i>				
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Hazards to safety from design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Locally designated species (e.g., heritage trees)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. ENERGY AND MINERAL RESOURCES. <i>Would the proposal:</i>				
a) Conflict with adopted energy conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use nonrenewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HAZARDS. <i>Would the proposal involve:</i>				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. NOISE. <i>Would the proposal result in:</i>				
a) Increase in existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. PUBLIC SERVICES. <i>Would the proposed have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other government services?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. UTILITIES AND SERVICE SYSTEMS.** *Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:*

	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
a) Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII. AESTHETICS.** *Would the proposal:*

a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. CULTURAL RESOURCES.** *Would the proposal:*

a) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. RECREATION.** *Would the proposal:*

a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect recreation opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

## XVI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?				<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## XVII. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in earlier EIR or negative declaration. Section 15063(c)(3)(D).

- a) Earlier analyses used.  
File No: ND-95-05; Notice of Determination filed February 1996, Geweke West Annexation, General Plan Amendment and Rezoning. Negative Declaration 95-05, studied the potential impacts of the annexation and zoning of 15201 North Lower Sacramento Road and 570 East Taylor Road. The zoning was established as C-S, Commercial Shopping and R-2, Single Family. This negative declaration and initial study identified potential impacts for the buildout of a shopping center and low density residential subdivision.
- b) Mitigation measures. See Attached Summary for discussion.

## SUMMARY OF POTENTIAL IMPACTS

An explanation of potentially significant unless mitigation incorporated or less than significant impacts from the Environmental Checklist Form above. Measures included in this summary shall be treated as mitigation where indicated.

### LAND USE AND PLANNING

- I a)        The project area is currently zoned R-2, Single Family Residential and has a  
-            General Plan land use designation of LDR, Low Density Residential. Both  
             the Zoning and Land Use Designations are in conflict with the proposed  
             apartment complex development. The single-family zoning and general plan  
             land use designation for low density residential was established for this site  
             when the City annexed the property from the County in 1995 as part of the  
             Geweke West Annexation. The land of the annexation was within the City's  
             General Plan sphere of influence and had a land use designation of PR,  
             Planned residential.

The Planned Residential land use designation includes all undeveloped land outside of the City that was found to be necessary to meet the future demand for the development of low, medium, or high density residences. The General Plan's Land Use and Growth Management Element has a goal "to provide adequate land in a range of residential densities to meet the housing needs of all income groups expected to reside in Lodi." From this goal the City established a number of policies, one of which is that the land designated Planned Residential would develop at a ratio of 65% low density, 10% medium density, and 25% high density residential development.

Although the land had been originally assigned a low density residential zoning and land use designation, changing the designations to medium density will not be in conflict with the General Plan. Another policy of the General Plan's Land Use and Growth Management Element is that "the City shall encourage higher density housing to be located in areas served by the full range of urban services, preferable along collector, arterial, and major arterial streets, and within walking distance of shopping areas." Based on this policy and the project site location, we have found that the property is actually more appropriate for the development of an apartment complex than for single family homes.

As stated in the title of this initial study and project description, a rezone and general plan land use amendment are part of this project. In order for the City of Lodi to approve this project the rezone and general plan amendment must first be approved. The approval of the rezone from R-2, single-family residential, to R-MD, Residential Medium Density and the general plan land use amendment, from LDR, Low Density Residential to MDR, Medium

Density Residential will eliminate the zoning and land use inconsistency as well as the land use and planning impact.

## GEOLOGIC PROBLEMS

- III b & c) The Project area is located in the San Joaquin Valley portion of the Central Valley of California. A sequence of sedimentary rocks up to 60,000 feet thick has filled the valley. Basement rocks composed of meta-sediments, volcanics, and granites underlie these deposits. The Midland Fault Zone is the nearest seismic area, and lies approximately 20 miles west of Lodi. Based upon the inactive status of this fault, the area has not been identified as a Special Studies Zone within the definitions of the Alquist-Priolo Act. However, appropriate construction standards will be utilized to conform to Seismic Zone 3 requirements.

## AIR QUALITY

- V.a) The ultimate conversion of the project site to a 200 unit apartment complex may cause a small decrease in ambient air quality standards and increase air emissions. Increased vehicle trips and emissions in the project area could be considered a substantial impact to an area that was vacant property. Chapter 15, Air Quality, of the City of Lodi General Plan Environmental Impact Report states that "the City of Lodi will coordinate development project review with the San Joaquin County APCD in order to minimize future increases in vehicle travel and to assist in implementing any indirect source regulations adopted by the APCD."

The City of Lodi shall implement a number of impact reducing measures prescribed by the San Joaquin Valley Unified Air Pollution Control District in order to reduce the potential impact from fugitive dust due to earth moving and other construction activities. The measures are listed as follows:

- All material excavated or graded should be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day.
- All clearing, grading earth moving or excavation activities shall cease during periods of high winds greater than 20 mph average over one hour.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, earth moving, or excavation activities, should be minimized at all times.

- On-site vehicle speed shall be limited to 15 mph.

By implementing the measures above, the temporary impacts from construction on air quality will be reduced to less than significant levels. In addition, the City is working towards reducing impact from vehicle emissions by establishing programs for alternate transportation. Programs such as the City's existing Dial-A-Ride system, which is a door to door service; or the Grape Line, which is a fixed route transit system; or even the City's Bicycle Transportation Master Plan; will all help to reduce vehicle emissions. The City's programs along with the programs from the Federal, State, and County levels will help to reduce vehicle emissions created by this project to less than significant levels.

## TRANSPORTATION/CIRCULATION

- VI. a) Additional vehicle trips will effect transportation patterns relative to existing traffic loads and street capacity in the immediate project area. In order to reduce impacts from additional traffic, "The City shall review new developments for consistency with the General Plan Circulation Element and the Capital Improvements Program. Those developments found to be consistent with the Circulation Element shall be required to pay their fair share of traffic impact fees. Those developments found to be generating more traffic than that assumed in the Circulation Element shall be required to prepare a site-specific traffic study and fund needed improvements not identified in the capital improvements program in addition to paying their fair share of the traffic impact fees." The traffic impact fee will be used to finance future improvements such as traffic signals and street widening projects for older intersections and streets congested by new development.

The entire project site was originally designated in the City's General Plan as PR, Planned Residential so its circulation needs were projected for residential development which is what is proposed. The following will explain how the change in zoning from low density to medium density residential will impact traffic in the immediate area.

According to the City's Traffic engineering section, if the project site develops as an apartment complex rather than a low density residential subdivision, traffic volumes in this area will be slightly higher. An apartment complex with approximately 200 dwelling units would generate 6 trips per unit or approximately 1,200 daily trips. The trip rate for single-family residential dwelling units is 10 trips per dwelling unit. We estimate that the twelve acre site would contain approximately 84 dwelling units and generate around 840 daily trips. The apartment complex will generate around 360 daily trips more traffic than the low density residential subdivision. Although the change in land use will generate more traffic, Lower



Sacramento Road is projected to be designed as a major arterial that can accommodate the additional traffic.

The proposed change in zoning from low density residential to medium density will generate a slight increase in the traffic volume impacts on transportation and circulation for the project area. We believe that implementation of the City's Circulation Master Plan based on the General Plan Circulation Element and EIR will continue to adequately reduce traffic impacts to less than significant levels.

## **BIOLOGICAL RESOURCES**

- VII. a) No State or Federally listed threatened or endangered taxa are found within the immediate project area. However, a check of the California Natural Diversity database indicates the presence within close proximity to the study area of three species with State and/or Federal protective status. The three species are: Swainson's Hawk, California Black Rail, and the Giant Garter Snake. The California Department of Fish and Game lists all three species as "Threatened" species under the California Endangered Species Act. The Black Rail is also listed as a "Federal Candidate Species - Category 2" under the Federal Endangered Species Act. The Giant Garter Snake is also listed as a "Federal Threatened" species.

## **PUBLIC SERVICES**

- XI. a, b, & c) Public services such as police, fire, and schools are currently available for the project area. When the project develops the service needs for the area will increase. In order to provide the expanded service levels for newly development areas, the City will assess development impact mitigation fees.

Funding for added personnel, equipment and facilities to maintain targeted response times and other service levels, reduces the impact on fire and police protection to less than significant levels.

A residential project of this size may produce a significant amount of school age children. The new students will attend schools in the Lodi Unified School District. In order to alleviate school overcrowding, the developer will be required to pay any school impact fees that may be in effect at the time of approval. Payment of the school impact fees will reduce the impact on school facilities to a less than significant level by providing funding for increased staffing, equipment and facilities. The Lodi Unified School District has entered into an agreement with the owners of the property to pay the required fees. The School District believes the fees are an adequate mitigation for this project's potential impact to house students generated by the development.

## UTILITIES AND SERVICE SYSTEMS

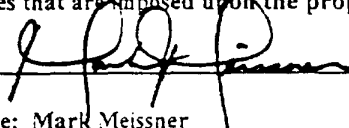
- XII. e) As with many projects that develop in areas that were recently outside of the City Limits, the necessary utilities infrastructure has not yet been installed. The City's Utilities Master Plan includes the project area in its calculations and design. In order for the project to be approved and constructed, all of the necessary utilities are required to be designed and installed according to the City's Utilities Master Plan. Sewer, water, and electricity are available to the project site by extending existing utilities to the area; however, storm drainage for this project will require a temporary drainage basin.

The City's Public Works Department will condition the project to design and install a temporary drainage basin. The condition will be made by resolution of the City's Planning Commission and will be written to require a storm drainage master plan with design calculations that shall be approved by the Public Works Director prior to development. Approval of a storm drainage master plan for this project and the installation of a temporary storm drainage basin will reduce the noted utilities and service systems impacts to a less than significant level. Subsequent installation of the permanent storm drainage basin "F-basin" as specified in the City's Utilities Master Plan will eliminate the utilities impact of this project completely.

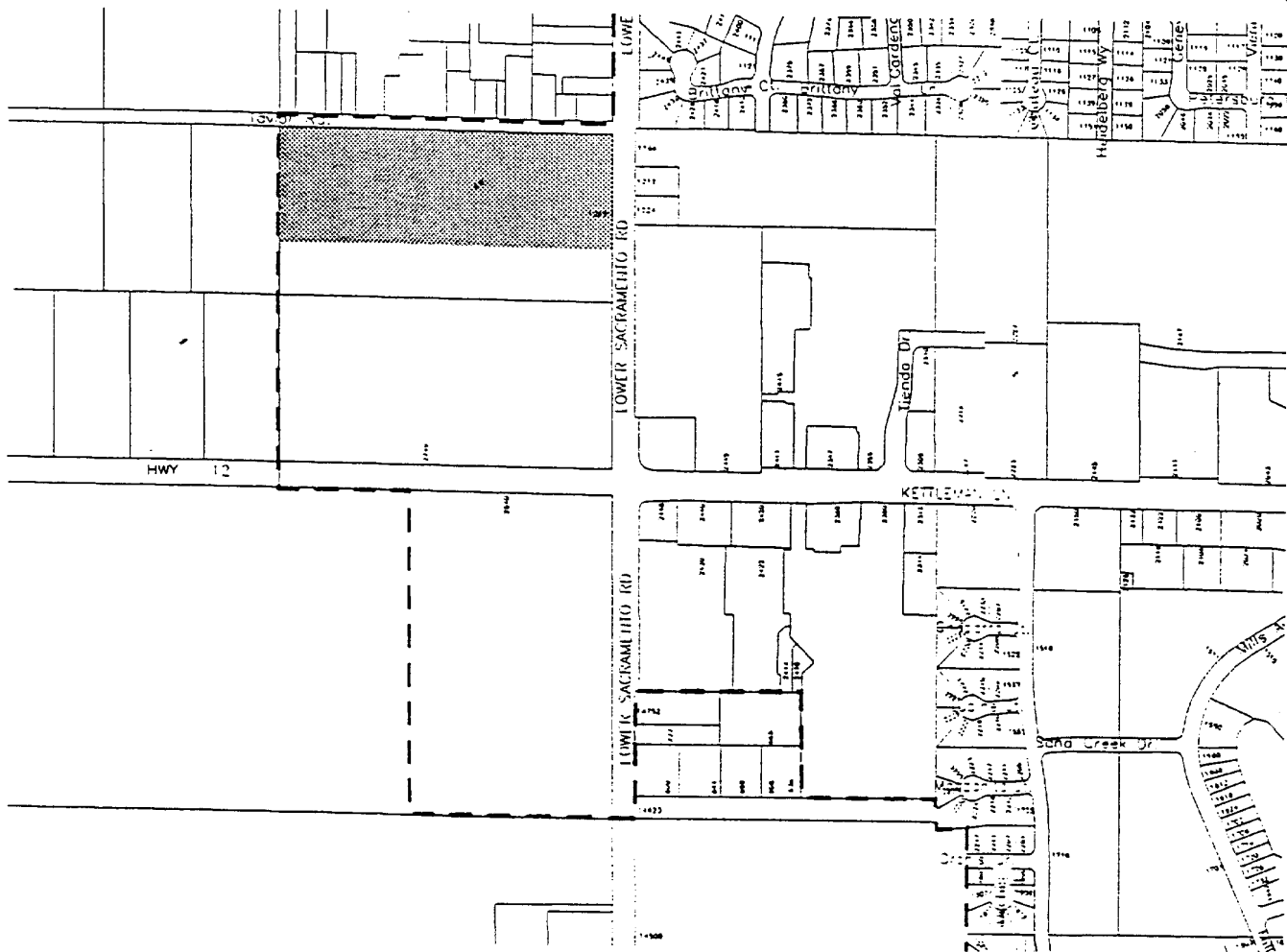
DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE** declaration will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets' if the effect is a "potentially significant impact" or "potentially significant unless mitigated."
- ☐ I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project

Signature:  Date: 9-21-98

Printed Name: Mark Meissner For: City of Lodi



# VICINITY MAP

G REM, Inc.  
Vintner's Square Apartments  
Growth Mgmt. Development Plan  
1265 S. Lower Sacramento Rd.  
GM-98-001 Sept '98



**RESOLUTION NO. P.C. 98-20**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI  
APPROVING THE GROWTH MANAGEMENT APPLICATION TO CREATE THE  
VINTNER'S SQUARE APARTMENT COMPLEX DEVELOPMENT PLAN AT  
1265 LOWER SACRAMENTO ROAD**

WHEREAS, the Planning Commission of the City of Lodi has heretofore held a duly noticed meeting, as required by law, on the requested development plan to create the Vintner's Square Apartment Complex Development Plan in accordance with City Ordinance No. 1521; Resolution No. 91-170.

WHEREAS, the project proponent is G REM, Inc., P.O. Box 1210, Lodi, CA 95241;

WHEREAS, all legal prerequisites to the approval of this request have occurred;

WHEREAS, the properties are zoned R-2, Single-Family, CS, Commercial Shopping;

WHEREAS, the property is located at 1265 Lower Sacramento Road (APN's 027-050-14).

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Planning Commission of the City of Lodi as follows:

1. Negative Declaration File No. ND-98-09 has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines provided thereunder. Further, the Commission has reviewed and considered the information contained in said Negative Declaration with respect to the project identified in this Resolution.
2. It is found that approval of the development plan will result in good planning practice.
3. It is hereby found that neither the design nor planned improvements are likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.
4. It is hereby found that the development plan is unlikely to cause public health problems.
5. It is further found that approval of the development plan will not conflict with easements acquired by the public at large for access through or use of the property within the proposed parcel(s).
6. Growth Management Application No. GM-98-001 is hereby approved, subject to the following conditions:

- A) General Plan amendment to change the existing LDR, Low-Density Residential land use designation to MDR, Medium-Density Residential.
- B) Change the zoning of the development plan area from R-2, Residential Single-Family to R-MD, Residential Medium-Density.
- C) The westernmost driveway accessing Taylor Road, as proposed on the approved development plan, shall be limited to emergency vehicle traffic only. Furthermore, the development plan shall be modified to include a driveway at the west boundary in order to access a future public right-of-way.
- D) The Site Plan and Architectural Review Committee (SPARC) shall review and approve the architectural elements of the apartment complex.
- E) The Perimeter/Security Fencing shall not encroach into the twenty (20) foot setback along the Taylor Road frontage or into the fifty (50) foot setback along the Lower Sacramento Road frontage. The fencing materials shall be reviewed and approved by the SPARC.
- F) An 8-foot-tall decorative block wall shall be installed at the southern boundary of the project site. The decorative block wall shall be reviewed and approved by SPARC.
- G) The total number and location of garbage enclosures shall be determined and approved by SPARC.
- H) The carports shall be located in line with the entries of the apartment units where possible. The architecture of the carports shall be consistent with the apartment buildings and be reviewed and approved by SPARC.
- I) The final design of the parking and driveway areas shall be in conformance with the City's Parking Design Standards Plan #134.
- J) The existing right-of-way on both sides of Taylor Road and Lower Sacramento Road needs to be shown on the plan.
- K) If the proposed project is constructed prior to the construction of the street improvements required for the proposed shopping centers south and east of the project site, installation of off-site street improvements on Lower Sacramento Road, south of the project site, will be required. The improvements will include, but are not limited, to the following:
  - i) The extension/installation of all public utilities in conformance with City of Lodi master plans and design standards and specifications.
  - ii) The installation of curb, gutter, sidewalk and street widening improvements and installation of a new traffic signal and modification and relocation of the existing traffic signal at the Lower Sacramento Road/Kettleman Lane intersection.

- a) This may include work east and west of the intersection on Kettleman Lane, on the east side of Lower Sacramento Road north of the intersection and on both sides of Lower Sacramento Road south of the intersection. Additional right-of-way acquisition may be required in conformance with Caltrans requirements and the recommendations of the San Joaquin County Special Purpose Plan for Lower Sacramento Road and the "Access Feasibility Analysis for the Kettleman Lane and Lower Sacramento Road Intersection in Lodi, California" prepared by kdANDERSON Transportation Engineers. Acquisition of the necessary right-of-way will be the responsibility of the developer. The City will reimburse the cost of the street widening and traffic signal relocation work in conformance with LMC §16.40 Reimbursements for Construction.
- b) Street widening improvements will include the installation of medians on Kettleman Lane and Lower Sacramento Road in conformance with Caltrans requirements and the San Joaquin County Special Purpose Plan for Lower Sacramento Road. There will be no left turn access to the project from Lower Sacramento Road. All improvements along the Kettleman Lane right-of-way and on Lower Sacramento Road adjacent to the signalized intersection require Caltrans approval.
- c) The new traffic signal to be installed on Lower Sacramento Road will be located approximately 690 feet north of the section line in Kettleman Lane at the main driveway locations for the future shopping centers south and east of the project site. The developer will need to work with the developers of the shopping centers regarding the exact location of the driveways and traffic signal.

The developer may be eligible for reimbursement from others for the cost of the off-site improvements in conformance with LMC §16.40 Reimbursements for Construction. It is the developer's responsibility to request reimbursement and submit the appropriate information per the above mentioned municipal code section.

- L) A storm drainage master plan with design calculations needs to be submitted and approved prior to development. The master plan needs to include the following:
  - i) A temporary drainage basin to serve the site until the future F-Basin is constructed west of the project site. We suggest that the drainage basin be designed to accommodate runoff from the subject site and the proposed Vintner's Square shopping center development to the south.



- ii) City of Lodi master plan storm drain facilities, including the extension of the existing 42-inch storm drain trunk line at the west boundary of the Target shopping center. The City will reimburse the cost of this work in conformance with LMC §16.40 Reimbursements for Construction.

The construction of the temporary drainage basin and City of Lodi master plan storm drain facilities shall be required as part of the development. The temporary drainage basin requires City Council approval. Acquisition of the necessary easements for storm drainage facilities, including easements outside the limits of the project, are the responsibility of the developer.

- M) That three bedroom units be added to the project. The number and location shall be determined by staff with approval of Site Plan and Architectural Review Committee (SPARC).

Dated: October 14, 1998

I hereby certify that Resolution No. 98-20 was passed and adopted by the Planning Commission of the City of Lodi at a meeting held on October 14, 1998, by the following vote:

AYES: Commissioners: Borelli, Mattheis, Rasmussen, Rice, Stafford, and Chairman Schmidt

NOES: Commissioners: McGladdery

ABSENT: Commissioners:

ABSTAIN: Commissioners:

ATTEST:



Secretary, Planning Commission

COPY

October 7, 1998

FIELD(Name)  
FIELD(Address)  
FIELD(City)

**RE: Rezone application & Development Plan for 12 acres at SW corner of Lower  
Sacramento Road & Taylor Road, City of Lodi**

Dear FIELD(Name):

Our organization is applying to the City of Lodi for a rezone of 12 acres at the above-described location, for the purposes of constructing a 200 unit apartment community. Enclosed is a copy of the site plan as submitted to the City of Lodi for this project.

Although you may have already received a Public Hearing Notice as a nearby property owner that briefly describes the project, I would like to tell you more. The project we are planning to build will be made up of 100 1 bedroom apartments and 100 2 bedroom apartments, in addition to carports, a clubhouse, pools and spas, and play areas. The project will feature extensive landscaping both inside and out of the decorative masonry wall surrounding the complex. Vehicle and pedestrian entry will be through one of three access points, all of which will be gated with secured entry and exit features. The main entry and exit point for the project will be at Lower Sacramento Road. Rents are expected to range from approximately \$600. to \$800. per month. Our resident profile is anticipated to be single professionals, married couples, some with children. Due to the proximity of present and future shopping centers to the project, we anticipate that many of our tenants will be active seniors and "empty nesters", who desire a quality residence without the work of maintaining a home. The minimum gross income to qualify for residency will range from approximately \$33,000. to \$42,000. annually.

Our goal is an upscale project of higher quality and amenity level than is being offered currently in Lodi. We expect our project to have a nicer appearance and greater amenity level than the Fountains and Woodlake Place, (gated portion), which are generally regarded as the two most upscale apartment communities in Lodi. The projected rents quoted above for our project are somewhat higher than the Fountains and Woodlake Place.

In advance of the Public Hearing as part of the Planning Commission meeting next Wednesday evening, I would like to hear any comments or suggestions you may have regarding our project. I can be reached at 333-4565, and would be happy to discuss the project on the phone or in person at your convenience.

COPY

Additionally, I will be in my office from 3:00 P.M. to 7:00 on Monday, October 12. This time will be specifically devoted to hearing your comments and questions regarding the project. We are located in the Time Square shopping center directly across the parking lot from Sherwin Williams Paint store.

I look forward to hearing from you, whether you are for or against our proposed project. We do want to be respectful of you as our neighbors, and expect to earn that respect with a quality project that is will designed, constructed, and managed.

Sincerely,

Dale N. Gillespie  
Director of Operations

DNG/sf

Enclosure



December 4, 1998

To: Interested Property Owners & Residents

**RE: Vintners Square Apartments - Development Plan, Rezone, and General Plan  
Amendment**

Dear Property Owners & Residents:

This letter concerns our proposed project located South of Taylor Road and West of Lower Sacramento Road. The project was approved by the Lodi Planning Commission on October 14th, appealed on October 21st, and has been set for hearing of the appeal on December 16th by the City Council. Using the Tax Assessor's records, this letter is being sent to everyone who owns property on Taylor Road, Brittany Court, Interlaken Drive, St. Moritz Drive, Grenoble Court, and Cologne Court. Additionally, it is being sent to the Board members of the Sunwest Homeowners Association, property owners of Lower Sacramento Road between Vine Street and Kettleman Lane, and any other addresses shown on the letter of appeal submitted to the City of Lodi.

I would like to extend an invitation to an informal workshop on Thursday evening, December 10th, from 7:00 P.M. and 8:30 P.M. The purpose of the workshop is to hear comments and answer questions regarding the proposed project. Other than a brief introduction at 7:00 P.M. to all of those in attendance, the format will be to address questions and share information. You are welcome to come anytime during the above hours at your convenience. We will have renderings of the project available for viewing as well. The workshop will be held at St. Peter Evangelical Lutheran Church, in their Seminar Room. The church is located at the intersection of Lower Sacramento Road and Oxford Way, (see map on reverse). No RSVP is necessary. If you are unable to attend the workshop, please call me to arrange another time to meet with you at your convenience.

We sincerely believe this project will be an asset to the Lodi community and the Lower Sacramento Road/Taylor Road area in particular. I welcome the opportunity to address any concerns you may have.

Sincerely,

Dale N. Gillespie  
Director of Operations

LOWER SACRAMENTO--FRONTAGE ROAD

PARKING LOT

YOUTH ROOM  
S.S.F. OFFICE  
PRIMARY SCHOOL  
EXTENDED CARE

PRIMARY SCHOOL

SCHOOL OFFICE

GYM AND SOCIAL HALL

KITCHEN

SANCTUARY

PLAY GROUND

OUTSIDE  
BASKETBALL  
COURTS

PLAYING FIELD

N

ST. PETER EVANGELICAL LUTHERAN  
CHURCH FACILITY

PARKING LOT

WUSPTT -  
ALTY ROOM  
ADMINISTRATION BLDG.  
SEMINAR ROOMS  
PASTORAL OFFICE  
CHURCH OFFICES

PARKING LOT

OXFORD WAY

PARKING LOT

BICYCLE  
RACK

October 20, 1998

RECEIVED

OCT 21 PM 2:39

Lodi City Clerk  
221 W. Pine  
Lodi, Ca. 95240

CITY CLERK  
CITY OF LODI

RE : Appeal of Planning Commission Decision on : Neg. Declaration # 98-09, Vintners Square Apts. 1265 Lower Sac.

Dear City Clerk :

The undersigned neighborhood residents respectfully request that the Lodi City Council reconsider the Lodi Planning Commissions Approval of the request by G-REM INC.

We believe the increased traffic will cause a significant impact to the residents of Taylor Rd. & Hilde Ln. Cars and trucks will be driving in and out of Taylor Rd. at all hours of the day and night. Cars and trucks will park along both sides of the road, perform various turns, parallel park and pull into our private driveways to give themselves more room, resulting in high risk of accidents to both motorists and pedestrians that could cause serious injury and or death.

It is the hope of the residents of Taylor Rd & Hilde Ln. that the City request a traffic study to review and respond to Safety Concerns raised at the October 14, 1998 Lodi Planning Commission meeting.

We are looking forward to the next step.

Respectfully Submitted By :

- ✓ 1. Richard Gerlach *Richard Gerlach*  
16 E. TAYLOR RD  
LODI CA. 95242
- ✓ 2. Renee VanderHeiden *Renee VanderHeiden*  
1681 Taylor Rd. Lodi CA 95242
- ✓ 3. Rita Holmerson *Rita Holmerson*  
614 Taylor Rd  
Lodi CA 95242
- ✓ 4. Margaret Ann Zapara *Margaret A. Zapara*  
695 Jack Taylor Rd.

✓ 5. Kenneth Roberson Kenneth Roberson  
619 Taylor Rd

✓ 6. Marilyn Wagner Marilyn Wagner  
15472 Hilde Lane

✓ 7. CAREN CAHILL

Caren Cahill

8. 15508 Hilde Lane 75242

✓ 9. Vanessa Adams

Vanessa Adams

✓ 10. 15530 Hilde Lane 75242  
Janet L. Berreth

Janet L. Berreth

✓ 11. GERRI MURRIS  
589 Taylor Rd

✓ 12. DOMINGO SANCHEZ  
Domingo Sanchez

13. 1717 E TALOOKI RD

✓ 14. LELAND FREY  
Leland Frey 485 E Taylor Rd

✓ 15. Emma Meyer  
Emma Meyer 345 E Taylor Rd

✓ 16. Maxine Heikistesen  
Maxine Heikistesen 179 E Taylor Rd

✓ 17. OLGA H. NOBLE Olga H. Noble 306 Taylor Road

✓ 18. MERVIN Badgley  
Mervin Badgley

419 E Taylor Road - Los Angeles

19. JoAnn Hilscher JoAnn Hilscher  
453 E. Taylor Rd Lodi, CA 95242
20. ✓ John Diacon John Diacon  
555 E Taylor Rd Lodi CA 95242
21. ✓ Wilma & Huelker  
613 E Taylor Rd Lodi CA 95242-9231
22. ✓ DAVID C MORRIS David C Morris  
589 TAYLOR RD Lodi CA 95242
23. ✓ MARU Diacon, Mary Diacon  
555 E Taylor Rd, Lodi, Calif 95242
24. ✓ Nancy Moffett, Nancy Moffett  
555 E Taylor Rd, Lodi, Calif 95242
25. Jesse Pigorsch Taylor Road  
no address
26. ✓ Cindy Ward Cindy Ward  
55542 apt A E TAYLOR Rd 95242
27. ✓ Ben vander Heiden Ben vander Heiden
28. ✓ LuAnna Kackley LuAnna Kackley  
15430 Thelma Ln Lodi, CA 95242
29. ✓ TOM KIRIL Tom Kiril  
1212 S. LOWER SAC TO. RD. 95242
30. ✓ TERRY KIRIL Terry Kiril  
1212 S. LOWER SAC TO. RD Lodi, CA 95242
31. Mike Phillips 4580 W Hwy 12  
M. H. S. Phillips Lodi, Ca 95242



✓  
30. SHEILA McNEIL

369-4405

Shila McNeil  
441 E. Taylor Rd  
Lodi' Ca 95242



## CITY OF LODI

Carnegie Forum  
305 West Pine Street, Lodi

### NOTICE OF PUBLIC HEARING

Date: December 16, 1998

Time: 7:00 p.m.

For information regarding this notice please contact:

Alice M. Reimche

City Clerk

Telephone: (209) 333-6702

### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Wednesday, December 16, 1998 at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a Public Hearing to consider the following matter:

- a) Appeal from Richard Gerlack, et al. Regarding Planning Commission Decision on Negative Declaration #98-09 and Growth Management Plan #GM98001, Vintners Square Apartments, 1265 Lower Sacramento Road.

Information regarding this item may be obtained in the office of the Community Development Department Director, 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order of the Lodi City Council:

Alice M. Reimche  
City Clerk

Dated: November 4, 1998

Approved as to form:

Randall A. Hays  
City Attorney



## DECLARATION OF MAILING

### SET PUBLIC HEARING FOR DECEMBER 16, 1998 - VINTNER'S SQUARE

On November 5, 1998, in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a copy of the Notice attached hereto, marked Exhibit "A"; said envelopes were addressed as is more particularly shown on Exhibit "B" attached hereto.

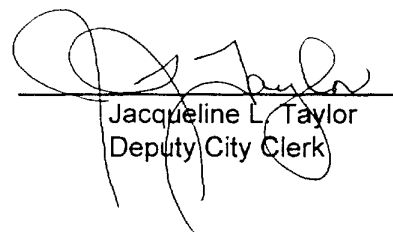
There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on November 5, 1998, at Lodi, California.

ORDERED BY:

**ALICE M. REIMCHE**  
CITY CLERK

  
\_\_\_\_\_  
Jacqueline L. Taylor  
Deputy City Clerk

\_\_\_\_\_  
Jennifer M. Perrin  
Deputy City Clerk

# VINTNER'S SQUARE/G REM, INC.

1)	Tom & Terry	Kiri	1212 S. Lwr. Sacramento Road	Lodi	CA	95241
2)	Phylliss J.	Vlavianos	1210 Century #17	Lodi	CA	9520
3)	Geweke	Family	P.O. Box 1210	Lodi	CA	95241
4)	Ronald	Tinkey	2426 Brittany Court	Lodi	CA	95242
5)	Chris & Leveta	Keszler	317 W. Lodi Avenue	Lodi	CA	95242
6)	Michael H.	Schmierer	2438 Brittany Court	Lodi	CA	95242
7)	Sunwest	Homeowners Association	317 W. Lodi Avenue	Lodi	CA	95240
8)	Merced	Gutierrez	383 E. Taylor Road	Lodi	CA	95242
9)	James	Culbertson	641 N. Pacific Avenue	Lodi	CA	95242
10)	Mervin	Badgley	419 E. Taylor Road	Lodi	CA	95240
11)	Daniel	McNeil	441 E. Taylor Road	Lodi	CA	95240
12)	Leland & Mildred	Frey	485 E. Taylor Road	Lodi	CA	95242
13)	Sanchez	Domingo	517 E. Taylor Road	Lodi	CA	95242
14)	Kenneth	Reiswig	246 N. Loma	Lodi	CA	95242
15)	Kenneth	Robinson	619 E. Taylor Road	Lodi	CA	95240
16)	Gent	Davis	P.O. Box 5824	Stockton	CA	95205
17)	Velma	Huber	642 E. Taylor Road	Lodi	CA	95242
18)	Ben &	Vander	681 E.	Lodi	CA	95242

	Renee	Heiden	Taylor Road			
19)	Randy	Zapara	695 E. Taylor Road	Lodi	CA	95242
20)	Dave & Kathleen	Williams	1100 Interlaken Drive	Lodi	CA	95242
21)	Lester	Wagner	15472 Hilde Lane	Lodi	CA	95240
22)	Angelo	Parises	9949 Fernwood Drive	Stockton	CA	95212
23)	Miyoko	Kaba	2332 Rockingham Circle	Lodi	CA	95242
24)	Lamar & Joann	Hedrick	209 E. Highway 12	Lodi	CA	95242
25)	Mexican American Catholic Federation		P.O. Box 553	Lodi	CA	95241

*Sunwest Homeowners' Association*  
*P.O. Box 695*  
*Lodi, Ca. 95241*

October 23, 1998

RE: New Application for Vintners Square Apartments Rezoning & Development

RECEIVED  
Time 10:30 a.m. *Scat PH*  
NOV 06 1998 *notice 11/6*  
Alice M. Reimche  
City Clerk  
City of Lodi *cc'd Council*

Dear Mr. Seiglock,

It has been brought to the attention of the Board of Directors regarding the development of the Vintners Square Apartment complex. We perceive that development of this project will aspire tremendous traffic problems.

We have a resounding concern to oppose this project for the following reasons:

1. The significant amount of vehicles added accessing Lower Sacramento Road. Which in turn generates less accessibility to and from St. Moritz Dr. from the Sunwest development.
2. Traffic and pedestrian safety do to the greater traffic flow.
3. There should be an environmental study pertaining to this project, to ascertain the impact of the project.
4. There would be a foreboding impact to the surrounding home value. We would like to keep an essence of quality to the subdivision and encompassing area.

This project does not by any principal have a positive impact to our location. We are seeking your forethought along with our concerns to scrutinize the proposal. There is a quality of residential pride of the homeowners and the peripheral area. We hope you make a proper decision for the homeowners of the area and for the city of Lodi.

Sincerely,  
Board of Directors  
Sunwest Homeowners Association

Tim Bertsch, President

Michael Schmierer D.D.S., Vice-President

*Tim Bertsch* *Michael Schmierer*

Paul Ertman, Secretary/Treasure

Doug Trovinger, officer on board

*Paul Ertman* *Doug Trovinger*

Alex Nicolaou, officer on board

*Alex Nicolaou*

cc: Jack Seiglock Mayor  
Keith Land, Phil Pennino  
Bob Johnson, Richard Prima, Jr.  
Stephen Mann.  
Planning Commissioner Mr. Bartlam  
City Engineer

15332 Hilde Ln.  
Code CA 95242  
6 Dec 98

Lodi City Council:

I am a property owner in the immediate Taylor Rd. area. I am concerned about the high density apartment building and the Safeway planned for this high traffic area which will negatively impact those of us near or on Taylor Rd.

Three major grocery stores in one mile seems a sure prescription for one of them failing. There are already many apartments near Wal-Mart and a new big unit near Target. Sower Ave and Kettleman will already have to be expanded to four lanes in this new expansion.

How wise is all this? Would it not be better to put small businesses and private homes in this immediate area due to overcrowding and traffic congestion? I think the present plans risk making this area a blight and an eyesore in the long run.

Yours,  
Lloyd Dennis  
Lloyd Dennis

RECEIVED

Time \_\_\_\_\_

DEC 8 1998

Alice M. Reimche  
City Clerk  
City of Lodi

# Petition for the Opposition of the Development of Vintner's Square Apartments

We the undersigned would like to have our opinion heard pertaining to the development of  
Vintners Square Apartments Complex.

We oppose this project for the following reasons:

1. The significant amount of vehicles added accessing Lower Sacramento Road. Which in turn generates less accessibility to and from St. Moritz Dr. from the Sunwest Subdivision.
2. Traffic and pedestrian safety do to the greater traffic flow.
3. There would be a foreboding impact to the surrounding home value. We would like to keep an essence of quality to the Sunwest Subdivision and encompassing area.

Name (please print)

Address

Signature

**MICHAEL SCHMIEGEL 2438 BRITANNY CT Lodi**

Robin Sanborn Schmieger 2438 Brittany Ct. Lodi

Joan Pereira 2423 St. Moritz Dr. Lodi

Cheryl Bertsch 2410 St. Moritz Dr. Lodi

Charlie Muech 1121 INTERLAKEN Lodi

Jack M Pereira 2423 St. Moritz Dr Lodi

Laurie C. Tinkey 2426 Brittany Ct. Lodi

Olympia Chagnon 1019 Interlaken Dr. Lodi Cal.

Angelo Chagnon 1019 Interlaken Dr. Lodi Cal.

Nicole Estman 2428 St. Moritz Dr. Lodi

Papi Nicolaou 2437 Brittany Ct Lodi

DONNA LAMBERT 2440 St. Moritz Dr. Lodi

Alexander Nicolaou 2437 Brittany Ct. Lodi





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Name (please print)	Address	Signature
Craig W. James	2433 Grenoble Ct.	Craig W. James
Susan S. James	2433 Grenoble Ct.	Susan S. James
Janette Bruffet	2434 Grenoble Ct.	Janette Bruffet
ROBERT G. GREFFITH	2434 GRENBOUE CT	R G Griffith
Julie Figue	2418 Grenoble Ct	Julie Figue
Teri Lardal	2207 W. Elm St.	Teri Lardal
DAVID FIBONE	15695 Free Rd.	David Fibone
Mike Figue	2418 Grenoble Ct	Mike Figue
Pete Vaz	2457 Grenoble Ct	Pete Vaz
Julia Hyl	2457 Grenoble Ct.	Julia Hyl
[Signature]	2446 Grenoble Ct.	[Signature]
Renee' Galantine	2446 Grenoble Ct	Renee' Galantine
B.D. Bailey	949 Interlaken Dr	B.D. Bailey

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1. The significant amount of vehicles added accessing Lower Sacramento Road. Which in turn generates less accessibility to and from St. Moritz Dr. from the Sunwest Subdivision.
2. Traffic and pedestrian safety due to the greater traffic flow. The addition of 400 more vehicles to area.
3. There would be a foreboding impact to the surrounding home value. We would like to keep an essence of quality to the Sunwest Subdivision and encompassing area.

Name (please print)	Address	Signature
DAVID MAGGETT	1050 Geneva Ln	David Maggett
Diane Brochman	1116 Geneva Lane	Diane Brochman
Jim Beeskau	1121 Geneva Ln.	Jim Beeskau 3691304
Shirley Beeskau	1121 Geneva Ln.	Shirley Beeskau
Richard Witzke	2046 Petersburg	Richard Witzke
Pam & Evans Hammond	2029 Petersburg	Pam Hammond
Larry & LaNell Escalante	2034 Petersburg	LaNell Escalante
Mark Rizzolo	1155 Vienna Dr.	Mark Rizzolo
Tammi Rizzolo	1155 Vienna Dr	Tammi Rizzolo
WILHELM SEIDWITZ	1160 VIENNA DR	Wilhelm Seidwitz
Richard Paulk	1158 Vienna Dr	Richard Paulk
Raymond E. Lillard	2019 PETERSBURG	R.E. Lillard
Bob & Nagmi Andersen	1140 Vienna	BOB ANDERSEN

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Name (please print)

Address

Signature

Kenneth P. Cantrell 2334 St. Antons Dr. Kenneth P. Cantrell

CAROL E. ASHCRAFT 2326 ST. ANTON DR. Carol E. Ashcraft

MARIAN NELSON 2318 ST ANTON DR Marian Nelson

John F. Fitzgerald 1117 Chateau John F. Fitzgerald

BOB HANDL 1133 Chateau Ct. Bob Handl

Lynne Valensin 1134 Chateau Ct Lynne Valensin

Randy Valensin 1134 Chateau Ct Randy Valensin

DONALD S. JONES 1110 CHATEAU CT. Donald S. Jones

KATHLEEN A. BECKER-JON Kathleen A. Becker-Jon

Leanne Goldhahn 1102 Chateau Ct Leanne Goldhahn

JOSEPH BAGLEY 1105 HEIDELBERG WAY Joseph Bagley

W. TROY BECKMAN 1115 HEIDELBERG WAY W. Troy Beckman

Renée L. Beckman 1115 Heidelberg Way Renee L. Beckman

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Name (please print)	Address	Signature
GEORGE KANEKO	1127 HEIDELBERG WAY	George Kaneko
BIRON & DEBI WEISZ	1151 HEIDELBERG WAY	Biron & Debi Weisz
Debbie & Jim Baumbach	1139 Heidelberg Way	Debbie Baumbach
Frank Cunningham	1138 Heidelberg Way	Frank Cunningham
JOHN FITZHUGH	1126 Heidelberg Way	John Fitzhugh
Vicki Fitzhugh	1126 Heidelberg Way	Vicki Fitzhugh
Slipman Burns	2112 ST. ANTON DR.	Slipman Burns
Greg Burns	2112 ST. ANTON DR.	Greg Burns
Fatima Ibrahim	2127 ST. ANTON DR.	Fatima Ibrahim
Bob Carr	2201 ST. ANTON	Bob Carr
Gladys Stoddard-Closson	2209 St. Anton	Gladys Stoddard-Closson
Robert & Ellen	"	Robert & Ellen
John & Karen Stephens	2217 St. Anton	John Stephens





# **Lodi City Council Meeting Public Hearing for Apartment Complex December 16<sup>th</sup> at 7:00 PM**

## **Concerns & Issues**

1. The generation of an additional 300-400 vehicles to use Lower Sacramento Road
2. **Not abiding to the General Plan** - Do we not have a plan to follow?
  - \* Another change to the General Plan
  - \* Why do we have a General Plan?
3. There has been a significant number of accidents on Lower Sacramento Road. Increased vehicle activity and traffic congestion
4. **Effects to property values** - The effect to the surrounding area (ex. Property values, fire response and police delays, additional traffic)
5. **School availability** - at present Lodi School System is full, where do the children go for school?

~~All interested people need to respond by going to the  
City Council Meeting to present their concerns.  
A Strong show of support is important!!!~~

Hopefully you can make it,  
Concerned Sunwest Homeowners



**San Joaquin County**  
**Sunwest Homeowners Association, Unit 11**  
Kenneth Dammel, President  
903 Cologne Court  
Lodi, California 95242

RECEIVED  
95 DEC 11 AM 9:12  
JULIE H. KEIRCH  
CITY CLERK  
CITY OF LODI

December 11, 1998

City of Lodi  
212 West Pine Street  
Lodi, California 95240

City Clerks Office  
to be submitted at the City Counsel Meeting  
December 16, 1998

**Re: Vintners Square Apartments.**

Dear Sirs;

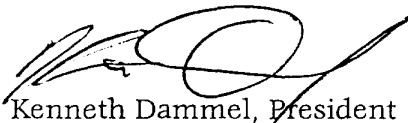
On behalf of all the members of Sunwest Homeowners Association Unit 11, I would like to submit to you a signed letter of protest regarding the Vintners Square Apartment Complex.

**WE ARE ALL OPPOSED** to the building/development of this complex.

We feel there would be increased traffic and crime rates in our subdivision.

**WE ALSO ARE OPPOSED** because of the added traffic and traffic congestion it would cause on Lower Sacramento Road.

Respectfully submitted, on behalf of all the members of San Joaquin County Sunwest Homeowners Association, Unit 11.

  
Kenneth Dammel, President

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Name (please print)	Address	Signature
KEN DAMMEL	903 COLOGNE CT	[Signature]
LAURA DAMMEL	903 COLOGNE Cr	Laura Dammel
[Signature]	2442 W Vine	[Signature]
KEN HYSKE	2432 W VINE	Ken Hyske
Gena Brentt	902 Cologne Ct	Gena Brentt
Richard J. Neuman	910 COLOGNE CT	Richard J. Neuman
JUNE F. NEUMAN	910 COLOGNE CT	June F. Neuman
Herman R. Grans	918 Cologne Ct.	
Elaine M. GRAMS	918 Cologne Ct.	Elaine M. Grans
Will HERYFORD	950 Cologne Ct	Will [Signature]
TINA HERYFORD	950 Cologne Ct	[Signature]
Mitch Abdallah	958 Cologne Ct.	Mitch Abdallah
Wendy Abdallah	958 Cologne Ct.	Wendy Abdallah

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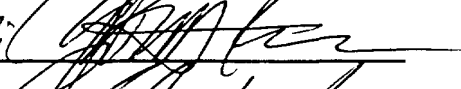
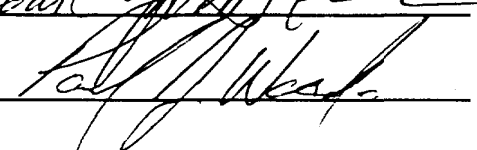
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Name (please print)

Address

Signature

JAMES E. BRENTT	902 Cologne Ct. Lodi	
PAUL J. WOOD	966 COLOGNE CT.	

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